

3 1761 11969337 2

71 UA

A56

Urban Affairs



*Canada
Ministry of State for
Urban Affairs*

**Annual Report
1973-74**



Digitized by the Internet Archive
in 2024 with funding from
University of Toronto

<https://archive.org/details/31761119693372>

Annual Report 1973-74

Preface

The primary task of the Ministry of State for Urban Affairs is that of urban policy planning. This role embraces urban policy development, urban research, and interdepartmental and intergovernmental consultation and coordination of urban matters.

During 1973-74, three themes pervaded most of the Ministry's activities, and are reflected in the annual report: the need for an early response to a number of major urban problems; the recognition that most of the main urban issues are extremely complex and interrelated, and require long-term comprehensive solutions; and the clear requirement for interdepartmental and intergovernmental cooperation on urban matters.

Because its work is focussed on policy planning rather than on the administration of programs, the Ministry is relatively small. At the end of 1973-74, Ministry staff numbered 223 full-time employees, with an additional 49 persons under contract. Operating expenditures during the year were approximately \$8.71 million. The Ministry is organized into two main wings: policy and research, and coordination; these are supported by the communications and administration branches. In this report, however, the emphasis is placed on the urban issues that were tackled in 1973-74, and on the nature of the Ministry's action, rather than on the activities of individual elements within the Ministry's structure.

Contents

1 The management of urban growth	1
2 Coordination and consultation	2
2.1 Interdepartmental	2
2.2 Intergovernmental	2
3 Urban finance	5
4 Urban transportation	6
5 Urban environment	7
5.1 Federal land management	7
5.2 Railway relocation	8
5.3 The urban waterfront	8
6 Urban demonstration program	9
7 Urban management training	9
8 Habitat: United Nations Conference on Human Settlements, Vancouver 1976	10
9 Communications	11
10 Administration	11

1 The management of urban growth

Population trends in Canada since 1945 have been marked by high rates of growth and by a concentration of this growth in a relatively small number of urban centres, especially the largest metropolitan regions. The nature of the demographic trends, the urban problems associated with them, and the ways and means through which public policy can influence these trends have been of central importance in the Ministry's work.

The rate of growth of our urban regions has a significant impact on their ability to plan and manage their growth, more perhaps, than does their absolute size. Some Canadian cities — e.g., Toronto, Vancouver, Edmonton, Calgary — maintained an average annual growth rate of 3 percent or more in the decade to 1971; this represents a "doubling time" of 24 years or less. Such high rates of growth exert enormous pressures for the provision of serviced land and for housing, employment, recreation and other facilities.

This concentration of Canadian population growth in our large urban centres also affects the smaller towns and rural centres in Canada. These smaller centres tend to lose population to the larger metropolitan areas, and this reduces their ability to provide adequate or improved social and economic facilities. The widening gap between what is available in the largest centres and in the rest of Canada in turn leads to faster rates of internal migration to large cities, especially by young people looking for work or for more varied opportunities.

During the year under review, the Ministry examined the nature of the trends towards concentrated urbanization and the implications of a continuation of these trends in the foreseeable future. Alternative patterns of urban growth were investigated. The types of policies that might be employed

to influence these trends and to achieve a more balanced pattern of urban growth were examined, as was the experience of other countries with similar problems.

Any significant shift in these trends towards a more balanced pattern of urban growth will require the concerted support of all levels of government. The theme of the second National Tri-Level Conference on urban affairs at Edmonton in October 1973 was "The Management of Growth." During the conference all levels of government endorsed three preliminary urban objectives: the need for a more balanced national pattern of urban growth; the need to divert growth towards small, medium-sized or new communities — especially by improving the amenities and attractiveness of such smaller centres; and the need to maintain and improve the quality of the environment in the heart of the largest urban centres. The conference also endorsed the concerted deployment of public policies to these ends.

With these preliminary objectives in mind, the Ministry, with other federal departments and agencies, initiated an evaluation of a number of federal policies and programs to determine their impact on the rate and concentration of urban growth. Specific studies of the characteristics of Canada's major urbanizing regions were initiated by the Ministry, to provide a basis for the development of growth management strategies by all levels of government.

If Canadian urban growth management strategies are to be effective, they must not only be carefully designed and supported by all levels of government and by the public, they must also be implemented consistently over a long period of time. During 1973-74, substantial progress was made towards achieving basic intergovernmental agreement on the need for such growth management strategies, and a start was made on their development.

2 Coordination and consultation

Ever since the Ministry of State for Urban Affairs was established in July 1971, it has devoted considerable time and effort to the development of effective arrangements for interdepartmental and inter-governmental consultation and coordination. During 1973-74 a Senior Interdepartmental Committee for Urban Affairs was established within the federal government; a second meeting of the National Tri-Level Conference was held; and arrangements for tri-level consultations at the provincial and metropolitan levels were further developed.

2.1 Interdepartmental arrangements: The Senior Interdepartmental Committee on Urban Affairs

The Senior Interdepartmental Committee on Urban Affairs (SIDCUA) was established in July 1973. It is a forum for considering federal policies and programs as they affect urban problems and issues and for providing advice to the Minister of State for Urban Affairs on their development and evaluation. The committee consists of the deputy head of 15 federal departments and agencies, and it is chaired by the Secretary of the Ministry. During 1973-74 it addressed itself to broad issues, and specifically to the main agenda items considered at the Second National Tri-Level Conference, i.e., the management of urban growth, urban transportation, housing and public finance.

SIDCUA also provides a means by which federal departments and agencies can be kept informed of the work of the Ministry, and on intergovernmental cooperation on urban matters. Much of this policy development and cooperative action naturally involves joint work by MSUA and other federal departments, especially in the identification and

development of new urban policy options. SIDCUA is an essential mechanism for the integration of such work into the much broader context of federal urban policies and programs.

2.2 Intergovernmental arrangements

The Ministry is required to develop and coordinate federal policies and programs so as to exert a beneficial influence on the process of urbanization and to enhance the quality of the urban environment. In order to discharge this mandate effectively and with proper regard to constitutional and jurisdictional realities, the Ministry must maintain a regular and structured dialogue with other levels of government and their agencies.

Such dialogue cannot be assumed to happen automatically: it requires the creation of an effective process that will bring the appropriate agencies, ministers and officials together to identify and analyze the issues, to define alternative solutions, and to ensure that adequate follow-up does take place. The development of this process has been, and continues to be, a high priority of the Ministry.

The network of Ministry intergovernmental relationships is articulated around two basic principles. First, the federal government has maintained that the solution of the urban problems facing Canada requires the active cooperation of all levels of government — federal, provincial and municipal. From this stems the concept of tri-level consultation and cooperation. Second, the federal government has also maintained that the modalities of municipal cooperation and participation are a matter for each provincial government to determine.

On the basis of these principles, three main forms of intergovernmental cooperation on urban matters

have been created, and are being further developed in response to changing needs and opportunities. They involve, respectively, cooperation on national, provincial and metropolitan issues.

2.2.1 National Tri-Level Conference

The second National Tri-Level Conference was held in Edmonton in October 1973. The conference gathered together the political representatives of the federal government, each of the 10 provincial governments, and Canada's municipal governments. The national TLC is organized and chaired by three co-chairmen: the federal Minister of State for Urban Affairs, the provincial minister who is the Chairman of the Annual Conference of Ministers of Municipal Affairs, and the President of the Canadian Federation of Mayors and Municipalities.

2.2.2 Provincial tri-level arrangements

Early in 1973, an Ontario provincial tri-level arrangement was established by agreement between the Minister of State for Urban Affairs, the Ontario Minister of Treasury, Economics and Intergovernmental Affairs (TEIGA) and the Chairman of the Ontario Municipal Liaison Committee (MLC). This latter committee comprises representatives of the various municipal associations in Ontario. The tri-level consultation process includes these three persons, together with other ministers and municipal representatives on an agenda basis.

The first Ontario tri-level conference was held in Peterborough in May 1973, primarily to discuss housing, transportation and environmental management. A second meeting, held in Toronto in October 1973, concentrated mainly on housing issues. The Ontario tri-level group is served by an ad hoc group of

officials drawn from MSUA, TEIGA and the MLC secretariat.

Regular meetings, at monthly intervals, take place between TEIGA and the MLC in what is known as the Provincial-Municipal Liaison Committee (PMLC); the Ministry of State for Urban Affairs normally attends these meetings as an invited observer.

The creation of provincial tri-level structures was endorsed in principle by the 1972 National Tri-Level Conference and the Ministry is ready to enter into similar arrangements with other provinces.

2.2.3 Metropolitan tri-level arrangements

During 1973-74 new metropolitan tri-level arrangements were established in Halifax-Dartmouth, Quebec City and Vancouver, while the Winnipeg tri-level committee, established the previous year, continued its work.

2.2.3.1 Halifax-Dartmouth tri-level committee

The Halifax-Dartmouth tri-level committee was established through an agreement between the Minister of State for Urban Affairs and the Nova Scotia Minister of Municipal Affairs in February 1973. It consists of these two ministers, the mayors of Halifax and Dartmouth, and the warden of Halifax County.

The Halifax-Dartmouth tri-level committee is supported by a committee of officials composed of nine members. Three of these are municipal officials (the general managers of Halifax, Dartmouth and Halifax County); three are from the Nova Scotia government (the Secretary of the Treasury Board, the deputy minister of Municipal Affairs and the Director of the Department of Development); and there are three federal officials (the Assistant Secretary for Coordination and the Senior Coordinator for the

Atlantic Region in MSUA, and the Director-General for Nova Scotia in the Department of Regional Economic Expansion). This committee of officials meets at least once a month.

During 1973-74, the Ministry provided a grant for \$100,000 to the Metropolitan Area Planning Commission to support the preparation of a regional growth plan for Halifax-Dartmouth. A draft of the plan is expected to be completed during 1974-75. Working with and through the Halifax-Dartmouth tri-level committee, the Ministry has also initiated or supported work on a number of specific issues such as the redevelopment of the Halifax waterfront, solid waste management, transit improvement projects and container port location.

2.2.3.2 Quebec metropolitan tri-level committee

The Quebec metropolitan tri-level committee was established by an agreement between the Minister of State for Urban Affairs and the Quebec Minister of Municipal Affairs in February 1973. The Quebec tri-level plays an advisory and coordinating role vis-à-vis the Planning Commission of the Quebec Urban Community (regional government) which is itself composed of members nominated by the provincial government and by the Quebec Urban Community.

Tri-level consultation through this agreement takes place by means of a committee of officials. This is composed of senior representatives of seven agencies: the Department of Municipal Affairs, and the Planning and Development Office (provincial); the Quebec Urban Community, the Community's Planning Commission and the City of Sainte-Foy (Quebec City); the Department of Regional Economic Expansion and the Ministry of State for Urban Affairs (federal).

During 1973-74 the Ministry provided a grant of \$150,000 to the Quebec Urban Community Planning Commission to support the preparation of a regional growth plan. The Ministry also supported work on a number of specific issues such as a major tourist reception centre and the development of an innovative approach to transportation in the older part of the City of Quebec.

2.2.3.3 Winnipeg tri-level committee

The Winnipeg tri-level committee was created in April 1972 by an agreement between the Minister of State for Urban Affairs, the Manitoba Minister of Urban Affairs and the Mayor of Winnipeg. A standing committee of officials was established, composed of the Deputy Minister of Urban Affairs and senior representatives of the Department of Municipal Affairs and of the Cabinet Planning Secretariat (Manitoba); the Chief Commissioner and the Commissioner for the Environment (Winnipeg); the Assistant Secretary for Co-ordination and the Senior Regional Coordinator for the Prairies (MSUA), and the Winnipeg manager of the Central Mortgage and Housing Corporation (federal).

During 1973-74, the committee met once a month alternately in Winnipeg and Ottawa. The work of the committee focussed mainly on the rationalization of railway lines and facilities, an examination of the plans for future expansion of the international airport and a study on an organization development program for municipal administrators.

2.2.3.4 Vancouver tri-level committee

The Vancouver tri-level committee was established in March 1973 by agreement between the Minister of State for Urban Affairs and the British Columbia Minister of Municipal Affairs. It covers the Greater

Vancouver Regional District (GVRD) which groups the 14 municipalities in the Vancouver area. The committee held its first meeting in March 1973; this was attended by three federal ministers (Urban Affairs, Transport and Environment), by two provincial ministers (Municipal Affairs, Lands and Resources) and by three GVRD directors (its chairman, who was then the Mayor of Burnaby, the Chairman of the Planning Committee, the Mayor of Vancouver, and one other director).

The Vancouver tri-level committee of officials is composed of the Associate Deputy Minister of Municipal Affairs (British Columbia), the Director of Planning of the GVRD, and MSUA's Senior Regional Coordinator for British Columbia. This committee of officials meets approximately every six weeks in Vancouver.

The work of the Vancouver tri-level committee has focussed principally on supporting the development by the GVRD of the "Livable Region Plan," to guide the future growth of the region. The committee has also been closely concerned with review of the future development of the Vancouver International Airport. During 1973-74 the Ministry provided a grant of \$200,000 to GVRD to assist its work in these areas.

3 Urban finance

Municipal governments share with other levels of government the responsibility for providing basic public services to enhance the wellbeing of Canadians. For some time, however, municipalities both individually and through the Canadian Federation of Mayors and Municipalities have argued that their revenues are inadequate to meet their expanding expenditure responsibilities. The property tax, their prime source of revenue, is judged by many to be inadequate. The increasing role of intergovernmental transfers is often cited as symptomatic of a basic imbalance of revenues and expenditures among the three levels of government.

Because all levels of government have policies and programs that impact on financing urban development, it seemed apparent that the most appropriate method for defining the extent of the problem, if indeed a problem existed, would be a study sponsored jointly by all levels of government. As a result, a consensus was reached at the October 1973 National Tri-Level Conference at which delegates agreed to submit the following proposal to their governments for consideration:

To appoint an independent task force under the direction of the Tri-Level Co-Chairman to carry out an in-depth analysis of the present state of Public Finance in Canada with special reference to local government finance.

Its primary focus is to include:

- a) the development of a common data base with respect to the comparative revenue and expenditure flows at each level of government and recent and emerging trends, and including such geographic and functional breakdowns as are found to be relevant and necessary for the analysis;
- b) detailed fiscal relationships, inter-dependencies and financial flows between the three levels of government; and
- c) specific revenue and expenditure data for selected units of local government as are considered relevant and necessary in each province.

The task force would report to a meeting of the National Tri-Level Conference.

By March 1974, the National Tri-Level Conference co-chairmen had met twice to consider the responses by governments to the proposal. Discussions had also been held with other officials of federal and provincial governments, principally the ministers of Finance, so as to ensure that the proposed task force would be effectively launched. At the end of fiscal year 1973-74, the co-chairman had initiated a search, for an independent task force chairman.

Officials of the Ministry of State for Urban Affairs and the Department of Finance were designated as representatives of the federal government on the task force; the work program of the Ministry was changed to reflect the importance attached to the successful completion of the task force work.

4 Urban transportation

Transportation is a critical element in the quality of life in urban areas. Movement within urban areas should not depend to the extent that it does on the private automobile, which results in congestion, environmental pollution, and denial of adequate transportation to those without cars such as the poor, the handicapped, the elderly and young people. Substantial government assistance is required if public transit facilities are to compete effectively with the private automobile in convenience, comfort, speed and cost. Broadly speaking, the form of the city and the type of transport available are closely related: the spread of sprawling low-density suburbs tends to make dependence on the private automobile inevitable; conversely a more closely-knit urban area may require a commitment to adequate and well-planned transport facilities at an early stage.

During 1973-74, the Ministry of State for Urban Affairs worked closely with other federal departments and agencies, principally the Ministry of Transport, in a comprehensive review of the federal role in urban transportation. One result of the review was a federal proposal at the Edmonton National Tri-Level Conference to establish a National Urban Transportation Development Corporation as a joint venture of the federal and provincial governments. The proposal has been further elaborated and refined in subsequent consultation with officials of all provincial governments, involving MSUA, the Ministry of Transport and the Department of Industry, Trade and Commerce. Other results of this urban transportation policy review were emerging at the end of 1973-74 as new policy program options.

The impact of transportation on the quality of urban life is not only intraurban but intercity. Federal jurisdiction exerts a major influence, e.g., through airport location, railway relocation, port expansion and the use of urban waterfronts. The Ministry

worked closely with the Ministry of Transport, the National Harbours Board and other agencies on broad policy questions and on specific problems in individual cities; some of the latter activities are described in some detail in Chapter 5.

5 Urban environment

Although the federal government is not responsible for developing urban plans, the impact of federal programs is often crucial to the successful implementation of such plans. Since perhaps 120 or more federal programs, administered by 20 to 30 departments and agencies, directly affect urban areas, the coordination of these programs with the objectives and actions of local communities is often a prerequisite for success. Some examples of such coordination during 1973-74 are described below.

5.1 Federal land management

The federal government owns substantial amounts of land throughout all 10 provinces. Much of this land, strategically situated in urban areas, represents a resource for a range of development opportunities – housing, recreation, transportation corridors, etc. – to improve the urban environment.

Until now the management of this land – acquisition, use and disposal – responded basically to market economy forces: land was bought and sold according to commercial criteria.

Following a review of land management policy by the Ministry, the Treasury Board Secretariat, the Department of Public Works and other departments and agencies, a new federal land management policy was adopted in 1973. This policy is based on the principle that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environment objectives.

In general, the acquisition, use and disposal of federal lands are in future to be examined in the light of the current and anticipated needs of individual program agencies and against local, regional and national urban objectives and growth strategies.

A Treasury Board Advisory Committee on Federal Land Management has been established under the chairmanship of the Treasury Board Secretariat to review policies, guidelines, procedures and proposals for the acquisition, change in use, and disposal of federal real property. Regular members of the committee include senior officials of the Ministry of State for Urban Affairs, the Department of the Environment, the Department of Public Works and Central Mortgage and Housing Corporation. Other departments and agencies participate on an agenda basis.

This new land management policy has already led to important results. For example, Granville Island in Vancouver was transferred from the National Harbours Board to CMHC so that it can be converted to multiple use by the public. Also in Vancouver, approximately 110 acres of land at Jericho Park, surplus to the needs of the Department of National Defence, were transferred to the city on the understanding that the area would be used for park land. The federal government has similarly transferred ownership of McNab Island in Halifax Harbour to the Nova Scotia Government for recreational development.

A second important consequence of the new federal land management policy has been a greater emphasis on the role that location and design of new federal buildings and installations can play in fostering the redevelopment of urban cores. The Ministry, working closely with DPW, embarked in 1973-74 on a series of projects in which the federal government, through the development of its own properties and in cooperation with adjacent property owners, enables new approaches to physical and institutional planning, management and design.

The best example so far is in Halifax where the Ministry, the Department of Regional Economic Expansion, DPW, and provincial and municipal

agencies, have worked on the design of a new building complex which will accommodate federal, provincial and other office requirements as well as provide substantial commercial, housing, pedestrian and other downtown facilities. This project promises to revitalize a declining downtown area and provide public access to the waterfront.

5.2 Railway relocation

Many Canadian cities grew rapidly during the railway-building period and have substantial tracts of land devoted to railway uses. This land may divide one part of the city from another, and often represents an inappropriate use of land in or near the urban core. Inner city land could be freed for other uses and railway operations could be enhanced if marshalling yards were moved to the urban fringe, if obsolete or abandoned facilities were removed.

In the past, some cities — notably Ottawa and Saskatoon — have derived major benefits from railway relocation. Other cities now wish to undertake such schemes. This makes necessary new federal legislative authority and provision for financial assistance. During 1973-74 the Ministry, the Ministry of Transport, the Department of Justice, and the Canadian Transportation Commission worked closely together to develop the Railway Relocation and Crossing Bill for presentation to Parliament. The Bill was tabled shortly after the end of the year under review.

5.3 Urban waterfront

Changing ship and cargo-handling technology presents many Canadian cities and towns with problems and opportunities similar to those connected with railway

operations. Modern shipping increasingly demands more deep-water terminals, large areas of land for terminal facilities, fast turn-around and easy access to rail and road transport. Such requirements are difficult to provide in many traditional urban port locations. If new port facilities are built on new sites, or if the port concentrates its activities in a few suitable locations, it becomes possible to convert the older waterfront to other uses. During 1973-74, the Ministry was involved in several projects of this kind, working closely with the Ministry of Transport and the National Harbours Board.

Within the City of Vancouver, the Ministry developed proposals for the area of Vancouver's downtown waterfront between Main Street and Stanley Park. These proposals were announced in February 1974.

In Nanaimo, B.C., the Ministry, DPW, MOT, and the Department of the Environment were jointly responsible for evaluating harbour developments proposed by the Nanaimo Harbour Commission and for identifying an alternative location.

At Sault Ste. Marie, the Ministry and MOT cooperated in the port relocation which was made necessary by urban renewal schemes in the city core.

In Welland, Ontario, the Ministry, in conjunction with the St. Lawrence Seaway Authority, set up an intergovernmental task force in March 1974. The task force has begun to examine the problems and opportunities of the nine-mile stretch of the Welland Canal passing through the centre of the city, which canal traffic now bypasses.

Intergovernmental cooperation of a different kind has been underway since mid-1973 on the Toronto waterfront. The Ministry represents the federal government on the Central Waterfront Planning Committee, a consultative committee of governmental and nongovernmental representatives, which is

developing a common strategy for the public development of a six-mile length of the waterfront, encompassing Toronto Bay and 2,600 acres of surrounding land. The development includes the Port of Toronto, major industrial and recreation areas, and transport facilities.

Of particular interest is the 86-acre harbourfront site, acquired by the federal government in 1972 for conversion to new uses. The Ministry is the lead agency for the harbourfront, both in coordinating intergovernmental planning for the site (within the broader Central Waterfront framework) and in developing interim programs for public use of the harbourfront site while a long-term strategy is being developed. During the summer of 1973, the first phase of such interim use included a "harbourfront walk" and other facilities, which attracted some 500,000 visitors and laid the basis for a much larger program in 1974.

6 Urban demonstration program

On March 13, 1974 the federal government announced the establishment of the Canadian Urban Demonstration Program, to foster and identify innovative projects to solve significant problems in Canada's communities. The program is intended to demonstrate solutions, to make these widely known, and, where appropriate, to encourage their adoption in other parts of Canada.

Proposed new approaches must not be merely ideas or plans. The program is concerned with implementing innovative solutions as *demonstration projects*. A project should demonstrate the feasibility of a concept, permit its evaluation in an operating environment, and serve as a prototype for further

applications. Demonstration projects may consist of physical technologies (e.g., improvements in housing materials, design and construction), new urban institutions (e.g., effective systems for regional or municipal government), new policies (e.g., ways to control urban growth), programs (e.g., recreation facility developments), and so on.

The \$100 million fund has been established to assist the program. The fund is not intended as prime capital financing, but as a catalyst and supplement. The main costs of projects will come from normal funding sources, i.e., federal, provincial, municipal and private.

7 Urban management training

The accelerated pace of urban growth in Canada, and the resulting problems, call for highly trained and skilled executive, managerial, administrative and professional staff in Canadian governments, especially at the regional and municipal level.

Ministry surveys have shown that existing training programs and organizational services are of little help to municipal government executives and managers in their efforts to cope with the increasingly complex and interrelated issues of urbanization such as housing, transportation, public finance, land use, and to deal with the frequent need for reorganization,

reallocation of program priorities and policy shifts in response to urban change. As a result the Ministry has established an urban management training program with an annual budget of \$500,000.

By March 1974, consultations on the projects to be funded through this program had been held with some provincial authorities and municipal associations. As a result contracts have been awarded to the University of British Columbia, Queen's University and l'Ecole nationale d'administration publique in Quebec, and similar projects are being developed in other regions.

8 Habitat: United Nations Conference on Human Settlements, Vancouver 1976

The problems and opportunities described in the preceding chapters occur in many countries throughout the world. Rapid urbanization is taking place on all continents, and Canada can benefit from the experience and solutions of others, especially of other advanced industrialized countries.

As a result of an invitation by Canada at the United Nations Conference on the Human Environment in Stockholm in 1972, the Habitat Conference will take place in Vancouver, 31 May to 11 June 1976. Some 2,000 official participants, nominated by the more than 130 member states of the UN, are expected to come to Vancouver. The total number of people in official delegations, technical agencies, nongovernmental organizations, communications media and the public will be more than 5,000. It will be the largest conference of its kind ever held in Canada, and the first one convened by the United Nations to consider the problems of human settlements on a worldwide basis.

Resolution A/9238 adopted in December 1972, of the 27th General Assembly of the United Nations, declared that

The main purposes of the Conference are:

- (a) to stimulate innovation, serve as a means for the exchange of experience, and ensure the widest possible dissemination of new ideas and technology in the field of human settlements;
- (b) to formulate and make recommendations for an international program in this field which will assist governments;
- (c) to stimulate interest in developing appropriate financial assistance and institutions for human settlements among those making financial resources available and those in a position to use such resources.

During 1973-74 the Canadian government began the complex preparations for this conference, in which Canada will have two distinct roles: host and

participant. The Ministry of State for Urban Affairs was chosen to prepare Canada's role as a participant in the conference, and during 1973-74 the Canadian Participation Secretariat was established in the Ministry. This secretariat works closely with a similar secretariat in the Department of External Affairs which will coordinate Canadian responsibilities as host of the conference.

Habitat will emphasize solutions for urban and settlement problems. The conference will bring forward and compare methods and techniques which have already been successfully applied under diverse physical and socio-economic conditions. These solutions will be presented at the Vancouver conference by audio-visual means such as films and slides. Canadian preparations for the conference include the identification and preparation of simple demonstration projects. The Canadian Urban Demonstration Program, described above, is designed to build on, and to extend the value of this international initiative, for Canadian needs.

Preparations for Habitat involve participation and cooperation among many public and private agencies. At the federal level, an 18 department interdepartmental task force was formed. All provincial governments have joined a federal-provincial committee for the conference, whose work is coordinated by the participation secretariat. During 1973-74, a national committee was also established by the Minister of State for Urban Affairs, to advise him on all aspects of Canadian participation in Habitat. The national committee also provides a means for nongovernmental organizations and individuals to be informed about the UN conference, to initiate activities related to Habitat, and to influence the development of Canada's participation in the conference itself.

9 Communications

The Communications Branch has two main functions: keeping the Ministry aware of emerging urban issues by providing background and briefing materials on the interests of others and by keeping the public informed on the Ministry's activities through the

preparation and distribution of press releases, brochures and films.

Communication services are supplied by three units: Media Relations, Publications and Editorial, and the Information Resource Service.

10 Administration

The Administration Branch provides centralized personnel, financial and other administrative support services for the Ministry. As of March 31, 1974, Ministry staff numbered 223 full-time employees, with an additional 49 persons under contract. Operating expenditures during the year were approximately \$8.71 million.

In support of the government's language policy, the Ministry identified 65 percent of its positions as

bilingual; 9 percent unilingual English; 2 percent unilingual French; and 24 percent requiring either English or French. An in-house language training unit was also established.

Renovations to the former LaSalle Academy, scheduled for completion as the Ministry's headquarters in 1975, commenced during the fiscal year. Plans for the building include restoring the former Bishop's Palace to its 1836 appearance.



Ministry of State
Urban Affairs Canada

Ministère d'État
Affaires urbaines Canada